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04V-018 ① of ②

2004 JAN -6 P 3:00

OFFICE OF
DEFECTS INVESTIGATION

Mr. George H. Person, Chief
Office of Defects Investigation
U.S. Department of Transportation
National Highway Traffic Safety Admin.
400 - 7th Street S.W.
Washington, DC 20590

Dear Mr. Person:

RE: NHTSA No. 03V-517

Winnebago Industries® submits the following report pursuant to Part 573 of the NHTSA regulations. The numbered paragraphs below correspond to those found at Part 573.5(c).

1. Winnebago Industries, Inc.
P.O. Box 152
Forest City, IA 50436
2. The motor vehicles potentially containing the defective component are: 2004 model year Ultimate Freedom and Advantage, motor homes. These motor homes were built from July 29, 2003 through December 5, 2003. The vehicles were identified using the model number and production records showing VINs.
3. The total number of vehicles potentially containing the defective component is: 21.
4. It is estimated that 100 percent of the vehicles contain the defect.
5. The defect involves Spartan chassis with a Delco 42MT starter and a Cummins ISC or ISL engine. The arrangement of the hydraulic pump hose fittings may allow the hydraulic hose assembly to make contact with the starter terminals. This configuration has the potential for ignition of the hydraulic fluid which then may result in personal injury and or property damage.
6. Winnebago discovered the defect as a result of a letter dated December 17, 2003 from Spartan Motors.
7. Winnebago Industries will assist Spartan Chassis, Inc. to correct the situation by placing the affected units on hold that we have in our possession and providing the names and address of the owners or dealers of the affected units. Spartan Chassis, Inc. will be conducting the recall.

0312p573spartan

8. Enclosed is a copy of the Spartan letter to Winnebago Industries.

Should you have any questions regarding this information, please contact the undersigned.

Sincerely,

Dale Jordal
Product Safety Administrator

0312p53spartan

Enclosure

c: Ray Beebe
Steve Evenson
Marv Nieman
Donna Bindel



SPARTAN CHASSIS, INC.

Engineering Department

December 17, 2003

**F.Y.I. COPY: BOB KUEFLER
 STEVE EVENSON
 DAVE BARTLETT
 NHTSA**

Winnebago Industries
 Dale Jordal
 P.O. Box 152
 Forest City, IA 50436

RE: NHTSA Recall No. 03V-517

Dear Dale:

Spartan Chassis is recalling certain Mountain Master (MM) chassis models with a Delco 39MT Starter and Cummins ISL Engine and certain MM Models with a Delco 42MT Starter and a Cummins ISC or ISL Engine.

The reason for the recall is that the configuration and arrangement of hydraulic fittings at pump allow contact of hose assembly and starter terminals. This has the potential for ignition of hydraulic fluid. This would create a safety hazard to the occupants or other persons/property surrounding the vehicle. A copy of the Part 573 Defect and Noncompliance Report filed with the National Highway Traffic Safety Administration (NHTSA) is included for your review.

We will contact all owners of these units that are affected by this recall as required by NHTSA. You will be receiving electronically a list of VINs that are involved in the recall, and a request to provide your most current location information for those not registered with Spartan Chassis. It is important that we receive this information as soon as possible in order to notify affected dealers of vehicles that must be remedied prior to retail sale.

If you have any questions concerning this recall or the population involved, please feel free to contact me at (517) 543-8400, ext. 336, or a Customer Service representative at (800) 393-8861, Option 3.

Sincerely,

Kimberly Boucher
 Compliance Administrator



SPARTAN CHASSIS, INC.

NHTSA # 03V-517

RSB03-160-001

December, 2003

Page 1 of 7

RECALL SERVICE BULLETIN

SUBJECT: Hydraulic Fluid Leak

APPLIES TO: Certain Mountain Master (MM) Chassis Models with a Delco 39MT Starter and Cummins ISL Engine and Certain MM Models with a Delco 42MT Starter and a Cummins ISC or ISL Engine.

CONDITION: Potential for Ignition of Hydraulic Fluid

CAUSE: The configuration and arrangement of hydraulic fittings at pump allow contact of hose assembly & starter terminals.

CORRECTION: Replace and/or reorient hydraulic fittings at pump and replace hose as required.

PART INFORMATION: Labor Hours: 1.5 Hrs.

<u>QTY</u>	<u>Part Number</u>	<u>Description</u>
1	S-1616-001	Kit- Hyd Pump; MM ISL w/39MT - COACHMEN
1	S-1616-002	Kit- Hyd Pump; MM ISL w/39MT - EXCEPT COACHMEN
1	S-1616-003	Kit- Hyd Pump; MM ISC and ISL w/42MT
as required	N/A	Hydraulic Fluid

Kit #S-1616-001 Contains:

<u>QTY</u>	<u>Part Number</u>	<u>Description</u>
1	0722-MM5-SS09	Fitting- 90°
1	0722-MM5-PP18	Fitting- Straight
64"	12E37-212J112J0	Hose Assembly-Preassembled
1	RSB03-160-001	Document- Bulletin Instructions

Kit #S-1616-002 Contains:

<u>QTY</u>	<u>Part Number</u>	<u>Description</u>
1	0722-MM5-SS09	Fitting- 90°
1	0722-MM5-PP18	Fitting- Straight
72"	12E37-212J112J0	Hose Assembly- Preassembled
1	RSB03-160-001	Document- Bulletin Instructions

Equipment Service Bulletin is intended for use by Professional Technicians only. They are exempt to other persons, including technicians, in training, who are not properly trained, supervised and certified. The use of this Bulletin by untrained persons may result in injury or death.



SPARTAN CHASSIS, INC.

NHTSA # 03V-517

RSB03-160-001

December, 2003

Page 2 of 7

RECALL SERVICE BULLETIN

Kit #S-1616-003 Contains:

QTY	Part Number	Description
1	0722-MM5-SS09	Fitting- 90°
1	S332SSG28	Loop Clamp- 1.75"
1	RSB03-160-001	Document- Bulletin Instructions

**PLEASE READ THE ENTIRE BULLETIN BEFORE
PROCEEDING WITH ANY WORK.**

STEP-BY-STEP INSTRUCTIONS:

A. PREP/INSPECT

1. Observe all industry safety standards and appropriately secure vehicle to drain the hydraulic system and perform hydraulic pump rework.
2. Drain hydraulic reservoir (into an approved container) by disconnecting the suction hose at the pump and reconnecting when fluid is drained. Properly dispose of fluid.

Note: The hydraulic system must be kept free from all contaminants. The system may be capped-off at the reservoir to avoid draining and refilling the entire system.

3. For ISC engines, use kit #S-1616-003 and proceed to Section B for rework procedure.
4. For ISL engines:
The differences between the 39MT and 42MT starter are significant and can be easily identified. Refer to FIG. 2-1. The 39MT is approximately 1.0" smaller in diameter (4.25"), has a silver-colored casting, and a cable connecting the starter to the solenoid.

39MT - Cable connecting solenoid.



42MT - Metal strap connecting solenoid.



FIG. 2-1

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SPARTAN CHASSIS, INC.

NHTSA # 03V-517

RSB03-160-001

December, 2003

Page 3 of 7

RECALL SERVICE BULLETIN

- 4a. If the starter is a model 42MT, proceed to Section B for rework procedure.
- 4b. If the starter is a model 39MT and has a Coachmen body, use kit #S-1616-001 and proceed to Section C for rework procedure.
- 4c. All other ISL engines with a model 39MT starter, use kit #S-1616-002 and proceed to Section C for rework procedure.

B. ISC & ISL with 42MT PROCEDURE

5. At the hydraulic pump, disconnect hoses to the steering gear and fan motor.
6. Remove the 45° fitting from the fan port and retain for reinstallation.
7. Remove the 45° fitting from the steering port and dispose of properly.
8. Refer to FIG. 3-1. Install the new 90° fitting into the steering port on the pump; positioning at 8:00 o'clock relative to the installed location of the pump. Torque nut to 27 +/- 2 lb. ft.

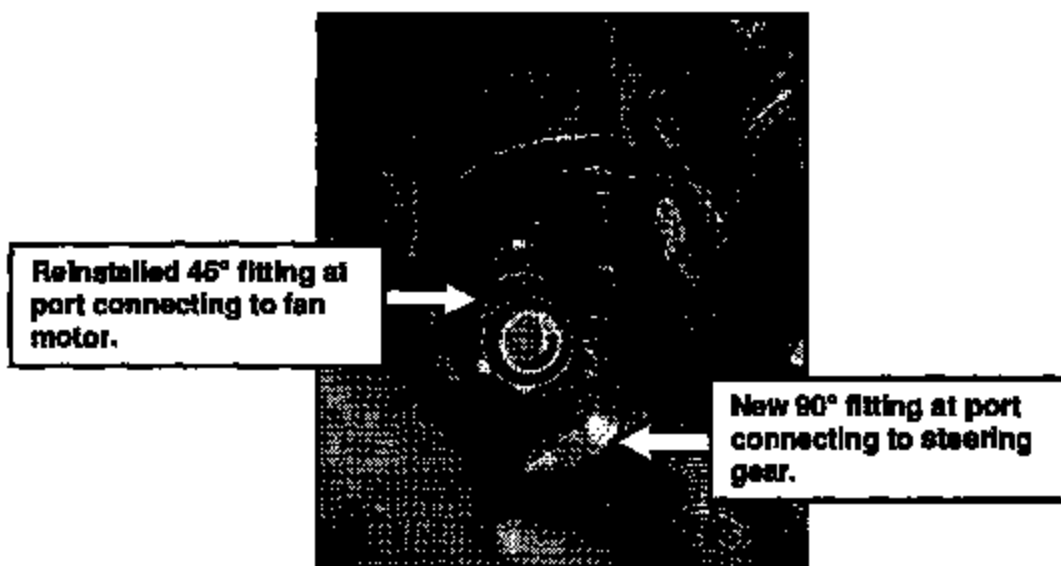


FIG. 3-1

9. Reinstall the 45° fitting into the fan motor port on the pump; positioning at 1:00 o'clock relative to the installed location of the pump. Torque nut to 60 +/- 2.5 lb. ft.
10. Connect hose from steering gear to the new 90° fitting on the pump.

Technical Service Bulletins are intended for use by Professional Technicians only. They are written to guide Professional Technicians in performing service on Spartan vehicles. Always consult the vehicle's service manual for additional information. Professional Technicians are responsible for the correct use of the information provided in this bulletin.



SPARTAN CHASSIS, INC.

NHTSA # 03V-517

RSB03-160-001

December, 2003

Page 4 of 7

RECALL SERVICE BULLETIN

11. Before connecting the fan motor hose to the pump, it must be rerouted.

Route hose from the fan motor, over the flywheel housing (rather than under), and connect to the 45° fitting at the pump.

- 11a. Install a loop clamp to the transmission case/flywheel housing bolt closest to the dipstick tube as viewed from the top of the transmission. Refer to FIG. 4-1. If a clamp exists at a different transmission case/flywheel housing bolt, relocate it to accommodate the routing as shown. Torque bolt to 41 +/- 3 lb. ft.

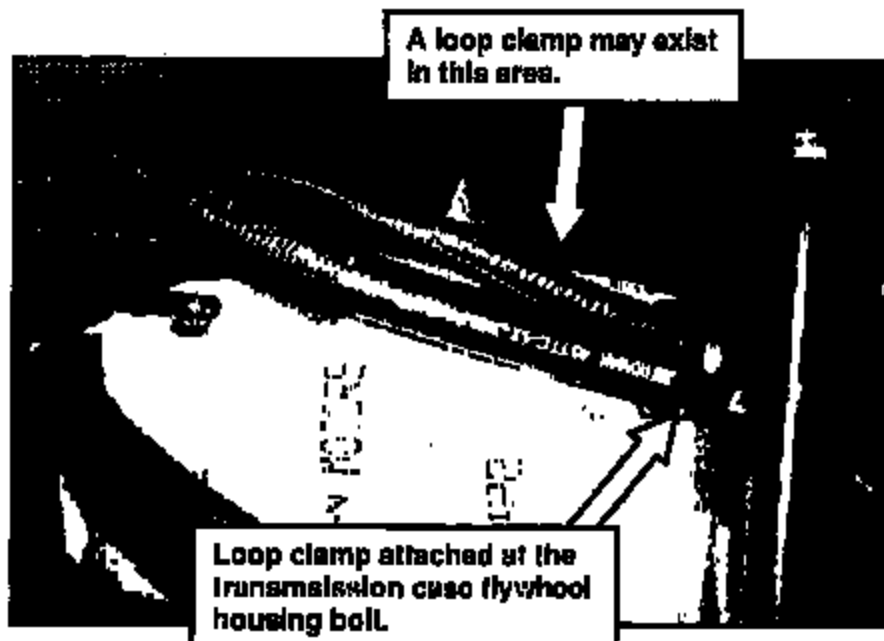


FIG. 4-1

12. Check both hose routings to insure they are not near a heat source or an area where chafing can occur. If an adjustment is necessary, loosen and reposition fittings on pump. Torque to values in steps #8 and #9.
13. Refer to FIG. 5-1. Secure the fan motor hose to fuel hose with a tie strap. It is acceptable to capture the grid heater harness as shown.
14. Proceed to Section D to refill and purge the hydraulic system.

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SPARTAN CHASSIS, INC.

NHTSA # 03V-517

RSB03-160-001

December, 2003

Page 5 of 7

RECALL SERVICE BULLETIN

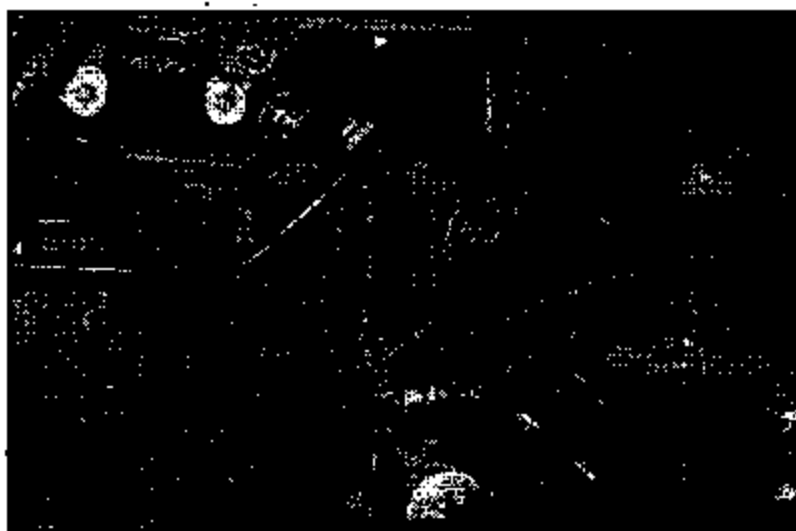


FIG. 5-1

C. ISL with 39MT PROCEDURE

15. Disconnect and properly dispose of the hose assembly between the hydraulic pump and the fan motor.
16. At the pump, disconnect the hose routed from the steering gear; protect/cap-off hose end to prevent contamination.
17. Remove and properly dispose of the fittings on the steering gear port and the fan motor port at the rear of the pump.
18. Refer to the rear view of the pump in FIG. 5-1. Install a 90° fitting into the steering gear port, and orient within the 7 and 8 o'clock positions. Torque nut to 27 +/- 2 lb. ft.
19. Install new straight fitting in the fan motor port at the rear of the pump. Torque fitting to 90 +/- 5 lb. ft.

New straight fitting at port connecting to fan motor gear.

New 90° fitting at port connecting to steering gear.



FIG. 5-2

Technical Service Bulletins are intended for use by Professional Technicians only. They are a guide for Professional Technicians in performing service on vehicles. It is the responsibility of the Professional Technician to use the information in this Bulletin as a guide only. The information in this Bulletin is not intended to be used as a substitute for the manufacturer's instructions. The information in this Bulletin is not intended to be used as a substitute for the manufacturer's instructions. The information in this Bulletin is not intended to be used as a substitute for the manufacturer's instructions.



SPARTAN CHASSIS, INC.

NHTSA # 03V-517

RSB03-160-001

December, 2003

Page 6 of 7

RECALL SERVICE BULLETIN

20. Connect hose routed from the steering gear, to the 90° fitting on the pump.
21. Install new hose assembly between the pump and fan motor, with 90° fitting connected at the pump.

D. REFILL AND PURGE HYDRAULIC SYSTEM

22. Refill the hydraulic reservoir until it is close to full with the appropriate fluid as stated on the reservoir information label. DO NOT steer.

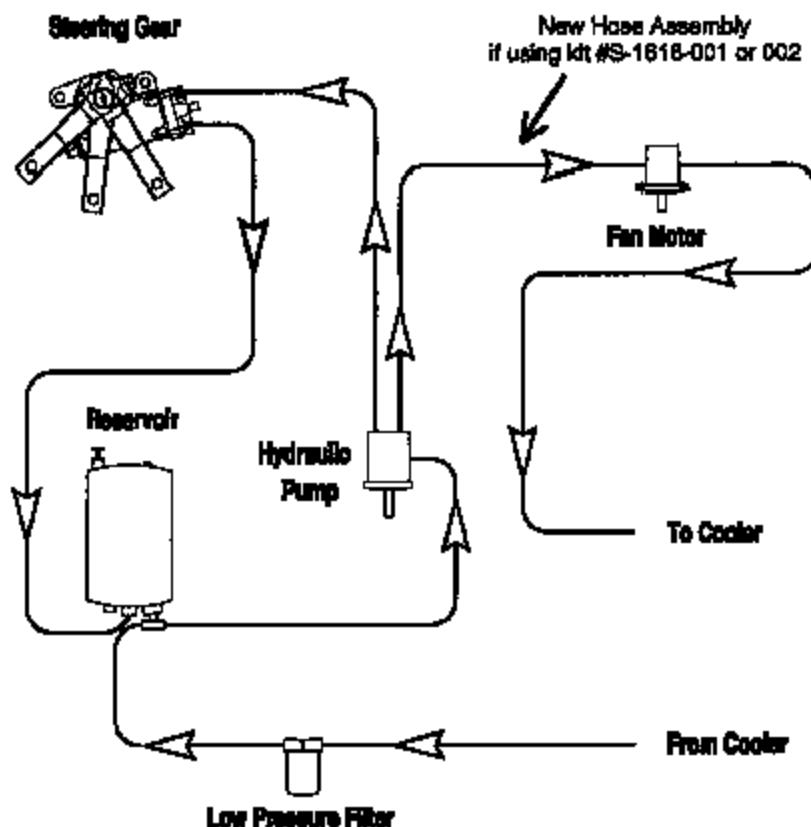


FIG. 6-1

Technical Service Bulletins are intended for use by Professional Technicians only. They are written to provide information on technical problems and solutions. They are not intended to be used as a substitute for proper repair procedures. Professional Technicians are responsible for the proper use of this information and for the safety of the vehicle and its occupants.



SPARTAN CHASSIS, INC.

NHTSA # 03V-517

RSB03-160-001

December, 2003

Page 7 of 7

RECALL SERVICE BULLETIN

23. Start and run the engine for 10 seconds, then shut it off.
24. Check and refill reservoir.
25. Repeat steps 22 through 24 at least 3 times.
26. Start engine and idle for 2 minutes. DO NOT steer.
27. Shut engine off and check fluid level. Refill if necessary.
28. Start engine and steer vehicle from full left to full right several times. Add fluid as necessary to the full line on the dipstick.

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